RAJYA SABHA

Wednesday, the 6th May, 1992/16 Vaisakha, 1914 (Saka)

The House met at eleven of the Clock, **Mr. Chairman** in the Chair.

ORAL ANSWERS TO QUESTIONS

Exploring New Markets for Import of Crude

*121. MISS SAROJ KHAPARDE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether Government have explored new markets for the import of crude and petroleum products since the supplies of these items have become uncertain from the erstwhile Soviet Union ;

(b) if so, what are the details thereof : and

(c) if not, what are the reasons there for ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHNA KUMAR) : (a) to (c) The Russian Government has given an assurance that they will fulfill their obligations under the Trade Protocol of 1992 for supply of crude oil and petroleum products worth US $ 650 million during 1992 and that they are providing special incentives to their oil enterprises to export to India.

MISS SAROJ KHAPARDE : Mr. Chairman, Sir, my first supplementary is in three parts. Part (a) of my supplementary is : What is our total domestic production of crude and petroleum products ? What is the estimated cost of petroleum and petroleum products for the next financial year, 1992-93 ? How is this compared with the requirement of the same for the current financial year, 1991-92 ?

Part (b) of my supplementary is : To what extent in percentage terms would the new oil markets explored by the Government would be able to meet our demand for crude and petroleum products ?

Part (c) of my supplementary is : What was the cost in terms of foreign exchange for the import of petroleum, petroleum products in the current financial year ? What would be the cost in terms of foreign exchange for these imports during the next financial year ?

SHRI S. KRISHNA KUMAR : Sir, the target for production of crude for the last financial year was 31.8 million tonnes. There was a shortfall of 3 million tonnes due to certain rectification measures in some of the fields. The demand was about 54 million tonnes. The gap was 24 million tonnes. This year the target for production of crude is 28.5 million tonnes. The demand is expected to be 7½ per cent more than the last year's. That will denote the gap.

The demand for 1991-92 was 56.8 million tonnes. The demand for 1992-93 is 61.5 million tonnes. The cost for import of crude oil is roughly Rs. 13,000 crores. This year we have projected a demand which is 7½ per cent more than the last year. But certain restrictions have been imposed by the Finance Ministry which will be reviewed depending on how demand is generated during the course of the year.

MISS SAROJ KHAPARDE : What about the cost in terms of foreign exchange ?

SHRI S. KRISHNA KUMAR : Rs. 13,000 crores is the cost in terms of foreign exchange.

MISS SAROJ KHAPARDE : I would like to know from the hon. Minister, through you, Sir, whether, in case a member of the Commonwealth of Independent States of the erstwhile Soviet Union is interested in resuming the supplies of crude oil and petroleum products, the Government would spell out their terms for resumption of the supplies and to what

extent their supplies would be able to meet the country's present and future demands for crude oil and petroleum products.

SHRI S. KRISHNA KUMAR : Sir, I would like to preface my answer with a statement that recently a delegation from the Russian Federation, headed by the Secretary of State, Mr. Burbulis, has visited India and we have had very detailed discussions with them. As per the discussions with that delegation, the Russian Federation has expressed its desire to meet their commitment for the present year fully. They are giving some incentives to their oil-producing companies and we will be monitoring the situation. And 60,000 tonnes of crude oil have already been despatched by them. As regards the other republics of the CIS of the erstwhile Soviet Union, a delegation headed by my colleague, Mr. Kamaluddin Ahmed, has visited Azerbaijan at the end of February, 1992. They do not have any crude oil available for export this year. But they have requested us to indicate our requirement for 1993 and it is being indicated to them. From another republic, Kazakhstan, it is envisaged to import 100,000 metric tons of high-speed diesel oil during 1992. The contract for the same is yet to be signed and supplies yet to commence. As regards the other republics, the negotiations with them are in an infant stage.

श्रीमती सरला माहेश्वरी : माननीय सभापति महोदय, मैं आपके माध्यम से मंत्री महोदय से यह जानना चाहती हूं कि खाड़ी युद्ध के कारण तेल के आयात के विकल्प स्रोतों की तलाश में मलेशिया की कंपनी पेट्रोनास के साथ एक समझौता किया गया है और यह समझौता सामान्य नियमों को ताक पर रख कर किया गया था। इस पेट्रोनास कंपनी के साथ 15 लाख टन पेट्रोलियम पदार्थों के आयात का सौदा किया गया था और अन्तर्राष्ट्रीय कीमत से 5 डालर प्रति टन ज्यादा देकर वह सौदा हुआ था और हमारे देश को इसके चलते 75 लाख डालर का नुकसान हुआ था। मैं मंत्री महोदय से यह जानना चाहती हूं कि क्या इस मामले में कोई जांच की गई है ? अगर जांच की गई है तो उसके क्या परिणाम आए हैं और नहीं की गई तो उसका क्या कारण है ?

SHRI S. KRISHNA KUMAR : Sir, the import of crude oil is on the basis of term contracts and spot purchases every year. Term contracts are entered into with national oil companies. It is true that a term contract has been entered into with Petronas, which is a national oil company of Malaysia, for import of 1.5 million metric tons of crude oil, 1.05 million metric tons of high-speed diesel oil and 0.44 metric tons of kerosene. This contract has been entered into after observing due procedures. When we assess the purchase prices of crude or petroleum products, we must appreciate the price regimes which are varying and are in a constant state of motion. Now, you cannot compare the price of one contract with another without taking into account the entire package including the credit that is made available by the contractor or the firm with which we contract and the situation in which the contract is made. The price in a particular contract may be somewhat higher, slightly higher. But in this particular case, they provided credit for a period of one year which was not available with any other source. We were, at that particular time, facing a very severe foreign exchange crunch. So, this contract has been entered into, on the basis of due procedures and protecting the interests of the Government.

श्रीमती सरला माहेश्वरी : सभापति महोदय, हकीकत यह है कि . . .

श्री सभापति : वह आ गया; उन्होंने कह दिया।

श्रीमती सरला माहेश्वरी : जो तथ्य आए हैं वह भी सही नहीं हैं। मैं आपसे जानना चाहती हूं कि . . . (**व्यवधान**)

श्री सभापति : आप अलग से उठा दीजिए कि इन्होंने गलत जवाब दिया।

श्रीमती सरला माहेश्वरी : सभापति महोदय, मेरा प्रश्न मूल प्रश्न के साथ ही जुड़ता है, इसलिए अभी बता दें तो अच्छा रहेगा।

श्री सभापति : क्या बताएं ?

श्रीमती सरला महेश्वरी : सभापति महोदय, मंत्री महोदय कह रहे हैं कि पार्टिकुलर डील को करने में, उसकी क्या कीमत तय की गयी, यह जरूरी नहीं है, लेकिन इस मामले की हकीकत यह है कि स्वयं प्रधान मंत्री . . .

श्री सभापति : अब आप तो खुद बता रही हैं। आप जवाब दे रही हैं। श्री राम अवधेश सिंह। . . . (**व्यवधान**) . . . नो-नो ।

श्री राम अवधेश सिंह : सभापित महोदय, सरकार ने अपने लिखित ब्यान में कहा है कि 650 मिलियन डालर का कच्चा तेल और पेट्रोलियम उत्पाद 1992 के अंदर रूसी सरकार भारत को देगी। मैं यह जानना चाहता हूं कि 1992 के पूर्व पिछले 5 सालों में कितने-कितने डालर या रुपए की वेल्यू में वह तेल देती थी और (ख) 1985, 1990 और 1992 में तेल उत्पादक देशों "ओपेक" द्वारा जो निर्धारित तेल का मूल्य था, उस मूल्य में और अंतर्राष्ट्रीय तेल मूल्य में कोई फर्क था क्या ? अगर था तो पूरा-पूरा विवरण दें।

श्री सभापति : बस।

श्री राम अवधेश सिंह : और (ग)

श्री सभापति : नो, 11 मिनिट निकल गए हैं। बस तीन-तीन सप्लीमेंटरीज नहीं आ सकतीं। "अ" "ब" "स" जुड़े हुए होने चाहिए। जवाब दीजिए आप।

SHRI S. KRISHNA KUMAR : Sir, the quantities and total values of crude oil imported from 1986-87 to 1990-91 are as follows :

1986-87, the quantity of crude oil imported was 15.476 million tonnes and the total value was Rs. 2,120 crores.

SHRI RAM AWADHESH SINGH : What is the rate per barrel ?

SHRI S. KRISHNA KUMAR : The average price per tonne for that year was Rs. 1370. One tonne is 7½ barrels. For 1987 88, the quantity of crude oil imported was 17.732 million tonnes and the value was Rs. 2186 crores. The per tonne value Was Rs. 1684. For 1988-89, the quantity of crude oil imported was 17.815 million tonnes and the total value was Rs. 2361 crores. The per tonne value was Rs. 1606. During 1989-90, the quantity of oil imported was 19.490 million tonnes and the value per tonne was Rs. 4089. The total value was Rs. 2098 crores (4089 million dollars). During 1990-91, the quantity of oil imported was 20.69 million tonnes and the value was Rs. 6118 crores. The per tonne value was Rs. 2956.

SHRI RAM AWADHESH SINGH : What is the purchase price of India ?

श्री सभापति : यह सवाल मूल प्रश्न से उत्पन्न नहीं होता।

SHRI SUBRAMANIAN SWAMY : Sir, this question is about import of crude from other countries. Sir, as Commerce Minister, I had signed a trade protocol with the People's Republic of China in which it was agreed that crude could be imported from China for the first time. I would like to know whether this Government has taken any further steps for the import of crude oil from China.

SHRI S. KRISHNA KUMAR : Sir, a small quantity of petroleum products has been contracted with the Chinese National Company and that contract is in the offing and purchases are being effected. This is a small quantity and is a beginning in that direction.

SHRI P. SHIV SHANKER : Sir, the outflow of the foreign exchange from the country, on the purchase of crude oil from different countries, is a matter of grave concern. Just now, the hon. Minister has said that last year, they had pegged the crude production to 33 million tonnes while the production has gone down to 28 million tonnes. Further, he said that this year they have pegged down the production to 28 million tonnes alone. In 1984, the production was 29.6 million tonnes.

And the seismic survey has shown that the areas in Jaisalmer, the areas in Godavari and Krishna, offshore and onshore, had a tremendous potential. A little amount to the tune of Rs. 700 crores was spent during those years, but later on those areas were abandoned and they had not taken so much interest as they ought to have and now they are talking round the year bidding opened up for certain areas. This is what has been said by the hon. Minister the day before yesterday. Why doesn't the Government go for a perspective plan if we are thinking that a tremendous outlay of foreign exchange is going to take place on the crude oil import? Have they any perspective plan or a long-term plan for production and would they like to share this concern with the countrymen and the House?

SHRI S. KRISHNA KUMAR: Sir, the hon. senior Member's question is fundamental but of a general nature. The gap between the supply, namely indigenous production, and the demand of crude oil and petroleum products is on the increase and it is the endeavour of the Government to bridge this gap by giving maximum possible thrust in exploration, discovery and production of crude oil and natural gas, natural gas being a replacement for crude oil. The Government is aware that there is a marginal shortfall in production. This has been necessitated because of certain rectification measures ....

SHRI P. SHIV SHANKER: No, no; this is not a marginal fall .... (*Interruption*) ....

SHRI S. KRISHNA KUMAR: 3 to 4 million tonnes ....

SHRI P. SHIV SHANKER: It was 29.6 million tonnes in 1984. Now we are in 1992-93.

SHRI S. KRISHNA KUMAR: This is because of certain rectification measures which are necessary in some of the Bombay High wells to ensure the long-term health of the wells and also because earlier the wells have peaked in production and new wells are yet to come into the stream. The Government has sanctioned or is in the process of sanctioning seven very major oil development projects—Mukta, Panna, Rava etc. which, if implemented during the course of the Eighth Plan, will result in an increase in production of about 14 million tonnes a year. Also the Government have opened up bids for 72 blocks, 33 onshore and 39 offshore, for exploration by national and international oil companies. Thirty-one bids have come for 13 wells and these contracts are expected to be concluded in the next few months. There has been no decision taken by the Government as yet on the round-the-year bidding. This is only a concept or a suggestion which is successfully implemented in other countries. For prospective wells are yet to be taken by the bidders, there is scope for round-the-year bidding which is under the consideration of the Government. It is the Government's intention to give the maximum thrust to regional oil discoveries. This is an ongoing process the rate of success of which or the thrust of which is dependent upon the available resources ....

SHRI P. SHIV SHANKER: Sir, am I to take that there is no plan?

SHRI S. KRISHNA KUMAR: There is .... (*Interruption*) ....

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): Sir, I do share the concern of the hon. Member, Mr. Shiv Shanker, that it is a fact, as he has said, that oil production is sliding down during the recent years. Of course, time and again we have explained the facts which have led to the sliding down of production during the recent years. There are reservoir constraints .... (*Interruption*) .... In this case a Committee was appointed to find out as to what the reasons were, why this situation had emerged. The Dasgupta Committee did submit its recommendations. The recommendations were examined by the Government and they had given us certain options. The first option—the main option, I can say—is that first we should prefer closing down certain wells for repairs; and if we close down those

wells, naturally whatever little production the oil wells are producing, would stop.

The main concern in this regard is the quick completion of the repair work or operation undertaken by the oil producing companies. I am happy to say that recently I have found the trend of the work or operation is gradually improving and we hope to produce a little more. It is a fact that there has been some slackness in exploration and production as far as the Krishna-Godavari area is concerned. Fortunately, it has not been so in Rajasthan. We have found oil in Rajasthan area and in K.G. basin area also. We have stepped up the exploration and production of oil from these areas. I should say that it is not as if we do not have any perspective plan today for producing and exploring oil in these fields. Unfortunately there was some delay in the clearance of certain big projects like Neelam. Fortunately, I can say that we have cleared the project and the contract has been given to a foreign company. We hope when these big fields open up we will be able to improve the situation to a great extent.

महानदी और अमरकंटक एक्सप्रेस रेलगाड़ियों में खान-पान सुविधाएं

†122. **श्री अजीत जोगी :**
कुमारी आलिया :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि महानदी और अमरकंटक एक्सप्रेस रेल गाड़ियों में उपलब्ध खानपान सुविधाएं पर्याप्त नहीं हैं ;

(ख) क्या बेहतर खान-पान सुविधाएं उपलब्ध कराने के लिए महानदी और अमरकंटक एक्सप्रेस रेलगाड़ियों सहित सभी लम्बी दूरी की रेलगाड़ियों में भोजनयान उपलब्ध कराने का कोई प्रस्ताव है;

(ग) यदि हां, तो उनका ब्यौरा क्या है; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

†सभा में यह प्रश्न श्री अजीत जोगी द्वारा पूछा गया।

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Catering facilities for passengers by these trains are considered adequate.

(b) No, Sir.

(c) Does not arise.

(d) Pantry car service is provided only on selected trains where considered justified and feasible.

श्री अजीत जोगी : सभापति जी, माननीय मंत्री जी के उत्तर में प्रयोग किए गए तीन शब्दों पर आधारित मेरा पहला पूरक प्रश्न है कि मंत्री जी ने अपने उत्तर में कहा है कि इन दोनों रेलों में जो खानपान की सुविधा है वह पर्याप्त है। मैं माननीय मंत्री जी से यह जानना चाहूंगा कि पर्याप्त कहने का क्या मापदण्ड है और क्या मानदण्ड है ? यह रेल, माननीय सभापति जी, आप मुझसे अधिक मध्य प्रदेश को जानते हैं, ये दोनों रेलें मध्य प्रदेश की राजधानी भोपाल से छत्तीसगढ़ अंचल को जोड़ती हैं आदिवासी अंचल से जाते हुए, अविकसित अंचल से जाते हुए और उनकी समय-सारणी भी ऐसी है कि भोपाल से 4 बजे जब छूटती है तो दूसरे बड़े स्टेशन पर पहुंचने तक इस रेलगाड़ी को केवल आदिवासी और अविकसित रास्ते से ही जाना पड़ता है। एक रास्ते में पहला बड़ा स्टेशन नागपुर है, दूसरे रास्ते में पहला बड़ा स्टेशन जबलपुर है। नागपुर जब तक आएगा, जबलपुर जब तक आएगा, तब तक 11 बज जाते हैं, सोने का समय हो जाता है और यात्रियों को खान-पान की सुविधा बीच के स्टेशनों में; जो सब छोटे स्टेशन हैं, आदिवासी अंचल के स्टेशन हैं, उपलब्ध नहीं हो पाती है। इसलिए मैं आपके माध्यम से मंत्री महोदय से यह जानना चाहूंगा कि क्या ऐसी परिस्थिति होते हुए भी वे यह मानते हैं कि इन रेलगाड़ियों में जो खान पान की सुविधा है, पर्याप्त है ?

इस पूरक प्रश्न का दूसरा खंड, इन्होंने अपने उत्तर में यह भी कहा है कि पेन्ट्री कार की सुविधा केवल उन्हीं गाड़ियों में उपलब्ध कराई जाती है, जहां इसे औचित्यपूर्ण तथा व्यावहारिक माना